

RECORD OF <input type="checkbox"/> VISIT <input checked="" type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL		TIME 3:30 PM	DATE 05/19/2017
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
(NAMES MENTIONED IN DIGEST)		SYMBOL FSDO-11	INITIALS MCT
SUBJECT N220N			
DIGEST While checking my e-mail on Wednesday evening May 17th 2017 I got the following information from Mr. Ralph Michielli Chief Operating Officer ExcelAire LLC Long Island MacArthur Airport [REDACTED] Ronkonkoma NY 11779 Phone: [REDACTED] [REDACTED] www.excelaire.com The MU2 that went down in the Caribbean departed and took fuel from the FBO. The pilots car is still in our parking lot. He went to Titusville FL, took fuel and went on to Puerto Rico I believe. Just wanted to let you know in case you heard anything. On return to office Thursday 0700 I asked my manager Ron Hughes if the office was alerted to this. He was and had assigned Inspector Depinto to look into the event. We contacted NTSB Investigator Brian Raynor to get an update and find out who the FAA IIC was. We contacted David Gerlach to see how we could assist in obtaining the aircraft maintenance records. CONCLUSION ACTION TAKEN OR REQUIRED Both my self and Inspector Depinto will continue to assist the IIC during the investigation as requested. We were unable to locate the actual aircraft log books as of this date.			
DATE 05/19/2017	TITLE Michael C. Tornis ASI/PMI/AW	SIGNATURE [REDACTED]	

DIGEST (CONT.)

05-18-2017: We contacted Mr. Michael Lavi Air 1st. who provided a detailed history of this aircraft (note record of telecom sent by Inspector Depinto) and he gave us the name of the repair station that did the maintenance prior to the sale to Mr. Nathan Ulrich and Ms. Bulmin. Request e-mail to Tom Saap Repair Station Part 145 Carolina Turbine Support Inc for all maintenance records and documents, work orders, status sheets etc pertaining to this aircraft available prior and after sale in December 2016. Allison Schoener (office manager) sent all requested document via e-mail and dropbox to us and IIC on 05-19-2016 for review. Results later in digest. Met with Islip FBO Manager Robert Sherry and discussed following:

1. The Aircraft N220N was first bought in as a new customer in Feb 2017 using the Corporate Aircraft Association Membership which provides preferred FBO's Islip being one. See attached reservation history for activity. (Note aircraft was here from 03-29-2017 till 05-12-2017 sitting on ramp.)

2. Mr. Ulrich requested fuel by phone on Thursday 05-11-2017.

3. Aircraft was fueled to full as requested 279 gal @ 15:45 (see attached sheets) Note a detailed inspection of all the records for this FBO for purchase, storage, and truck delivery was accomplished during this visit by me MCT with no discrepancies or concerns found.

4. Mr. Ulrich parked his car 0700 on 05-12-2017 and asked for a GPU. He boarded two small carry on bags completed a 10 minute workaroud and departed with no passengers.

5. A visual inspection of the parking spot was accomplished and no evidence on leakage or staining was noted on ramp where aircraft was sitting since 03-29-2017.

6. Mr. Ulrich mentioned to Mr Sherry if he wanted a small leak fixed or any maintenance on field who would do the work. He was referred to A and P Maintenance a small shop located by the FBO.

7. MCT and Mr. Sherry inspected the car looking for aircraft log books or any aircraft related items none were found (see pics sent e-mail to IIC) Notified IIC to make arrangements to contact Mr. Sherry for removal.

Mr. Ulrich contacted Mr. Ed Libassi owner of A and P maintenance in Feb regarding a nose wheel shimmy. Mr. Libassi Certificate [REDACTED]. He inspected the nose gear and serviced the nose tires and provided invoice dated 02-10-2017 and log entry to owner. He also was asked to consult with Mr Chuck Walton a mechanic in a small shop in South Carolina who is familiar with this type and this aircraft. No records or complaint know after. Mr. Walton works in proximity to the Part 145 shop and had done some work for Mr. Ulrich January 24th with known Aircraft time of 4672.6. He also gave Mr. Ulrich the oil sample kit to follow-up for the SOAP report dated 12-30-2016 within 50 hours. I contacted the engineer and did a detailed analysis of the results (sent to IIC) of the SOAP oil test conducted in Dec 2016. No issues were noted or of any concern with both engines just a follow-up for serial number 36331 left for a slight trace of aluminum. Possible from normal gar-lac seal wear.

I have no other known maintenance issues by anyone for operation in this aircraft in our area. A review of the records provided by the repair station were comprehensive and show adherence to the manufacturers program along with corrective action for non routine items. Note aircraft was scheduled back to repair station on Monday avionic upgrade and add HF, aircraft had no HF radio and perform 100 hour inspection per mfg program. (open w/o sent) He sent the avionics manager at the repair station the following e-mail:

From: Nathan [REDACTED]

Date: May 15, 2017 at 3:03:21 AM EDT

To: Joe Magna [REDACTED]

Subject: Slight delay on N220N

Having a small issue which should be resolved today, in which case the plane will be in tomorrow (Tuesday). I'll let you know if that changes.

I sent the check for \$15k for the HF hopefully you were able to obtain the equipment.

Nathan

DIGEST (CONT.)

See attached sheets for FBO for fuel and reservation history . Note scheduled back to ISP on

05-15-2017. Car parked in FBO lot. The following address was provided by Chuck Walton mechanic in SC. for Mr Ulrich :

██████████ New York New York 10013. and the Aircraft is registered here on Long Island in Southhold New York .